



Janet T. Mills  
GOVERNOR

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0016

Bruce A. Van Note  
COMMISSIONER

January 3, 2020  
Subject: Ice House Bridge Replacement  
State WIN: 021657.00  
Location: **Anson**  
**Amendment No. 3**

Dear Sir/Ms.:

The following questions have been received:

**Question:** Can you confirm if the lifters for the NEXT beams need to be Stainless Steel as per the drawing note #15 on sheet 23.

**Response:** Note 15 on Sheet 23 is accurate. Any part of the "lifters" that permanently remain in the finished structure shall be stainless steel.

**Question:** Can you provide more information about how the #6 "L" bar @ 9" should extend out through the form? (Sheet 24 NEXT 28D Beam Part Reinforcing Elevation). It cannot be placed as this as the form is self-stressing and does not allow for the bars to extend through the form. Please advise what is allowable and acceptable.

**Response:** The Contractor may propose a different method of achieving the same size and spacing of the reinforcing steel projecting out of the top flange of the NEXT beams. Lap splices, mechanical couplers, projecting top prestressing strands, or a combination thereof are all examples of how to modify the detail.

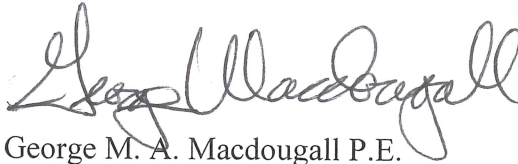
**Question:** Does the temporary detour need to span the entire brook?

**Response:**

- The temporary detour does not need to span the brook – temporary fill to create the detour crossing is acceptable for this project.
- Temporary blockage of fish passage during construction is acceptable for this project.
- Contractor should be made aware that cofferdam failure is a Contractor risk, so it is recommended that one or more pipes/culverts be incorporated into the temporary detour crossing to convey water in case of a cofferdam failure.
- Temporary stone roads/causeways in stream channels must be constructed of material that meets the Department's Standard Specifications for plain or heavy riprap (Sections 703.26 and 703.28).

Consider these changes and information prior to submitting your bid on **January 8, 2020**.

Sincerely,

A handwritten signature in dark ink, appearing to read "George M. A. Macdougall". The signature is fluid and cursive, with the first name "George" written in a larger, more prominent script than the last name "Macdougall".

George M. A. Macdougall P.E.  
Contracts & Specifications Engineer